

The results for Georgia may be inaccurate due to database errors. Many of their trunk groups were converted from finals to high-usage for the Olympics. Due to the massive changes, the records may not properly reflected that change and thus is shown as a final even though it's high-usage overflowing to another final.

- c. **CTTG (Common Transport Trunk Group) - This category contains the service performance results of final trunks between the BST end office and BST tandem. As previously mentioned, these trunk groups primarily handle interLATA and intraLATA toll traffic, and began carrying local traffic between the access tandem and BST end offices with the advent of CLEC interconnection.**

Each month, two reports showing the CTTG trunk service performance results are sent to all interested parties. This report has been distributed since the mid 1980s. Then, as now, most of the recipients are IXCs since these trunk groups are used predominantly to transport calls between them and end offices homing on the access tandems. Interested CLEC can receive a copy of these two reports which shows the following:

- i. **One-page Statistical Summary for BST and for Non-Bell Entities. This report contains the following:**

- Total number of CTTGs**
 - Total number of CTTGs with measurements and processed mechanically**
 - Percent of CTTGs with data**
 - Total number of CTTGs with blocking exceeding the MBT**

- ii. **A floppy disk datafile containing all of the CTTGs. The file is formatted in accordance with industry standard interface requirements as specified in Bellcore Special Report SR STS-000317. Listed below are some of the information for each CTTG that are contained in the datafile:**

- Name of the Trunk Group**
 - Trunks In-Service**
 - Percent Blocking**
 - Busy Hour**
 - Number of Days of Data Used to Calculate the Blocking**
 - DBO (Design Blocking Objective) & MBT (Measured Blocking Threshold)**

**Number of Consecutive Reports the CTTG Was Reported with
Blocking
Date of the Data Period
Remarks Explaining the Blocking**

A summary of the CTTG monthly trunk service performance results is sent to the FCC annually. This was sent quarterly until it was changed recently to an annual reporting. The data to the FCC is contained in Lines 180-190 of the FCC Report 43-05 ARMIS Service Quality Table 3. (See Attachment 1 which shows results for calendar year 1996.)

Several years ago, the industry established an objective of 2% or less, to be met on a company-wide basis by the Local Exchange Carriers. No objective for individual state subdivision was established due to the smaller universe. Over the years, BST has far-exceeded the industry objective of 2.0%. In addition, BST is the only LEC (Local Exchange Carrier) to our knowledge that reports CTTG trunk service performance regardless of the cause(s). BST includes results, such as abnormal weather, even though they are beyond the control of BST.

4. Considerations in Analysis of Trunk Service Performance

Listed below are considerations to keep in mind when comparing or analyzing trunk service performance:

- a. In most locations, traffic from a BST end office to the CLEC end office, or from the CLEC end office to a BST end office will go on a direct trunk group if there is one, or switch through the access tandem. If the call is switched through the access tandem, it would traverse the CTTG between the access tandem and end office. Thus, service performance results from the "CLEC Trunk Group Service Report Summary" and "BST CTTG Results Reported to FCC" will provide a good assessment on the quality of the service provided on trunk groups carrying traffic to CLECs. This could then be compared to the service performance results for "Local Network Trunk Group Service Report Summary" which provides a good assessment on the quality of service provided on trunk groups carrying local service traffic for BST retail customers.
- b. On trunk groups ordered by BST from the CLEC, there is the possibility of trunk blocking if the CLEC sold services to an Internet Service Provider or a very large customer, and not plan or tell BST in advance about the increase in traffic load. BST's position is that we do not want abnormal blocking for

traffic from our end users to the CLECs since the end users will perceive that BST is the one providing poor service, and thus possibly migrate to a CLEC at a later date. When a BST end user dials a local call, they do not know if the distant end is a BST, or CLEC, or non-Bell LEC end office. All they want is for BST to complete their calls without any undue blocking. If not, they would perceive BST and not the CLEC or non-Bell carrier as providing inadequate service. Anytime, there is a trunk blockage, it becomes a critical matter for BST to alleviate. The same attention, if not more, is made for trunk groups carrying traffic to a CLEC switch as for other trunk groups in the BST network.

- c. When comparing data for traffic switching through a tandem, one cannot simply add the trunk blocking for one trunk group to the trunk blocking for another group unless the two trunk groups had the busy hour in the same time period. For example, one trunk group on one side of the tandem had a busy hour of 10 a.m. during the month. It had blocking of 2.5%. The trunk group on the other side of the tandem had a 10 p.m. busy hour during the same time period. It had 1.5% blocking. For a call traversing those two trunk groups, the blocking is not 4.0% (2.5% + 1.5%). It less than that, and possibly none at all if the call is placed during one of the other hours. When adding up blocking, one has to look at the busy hours to see if they are coincidental.

FCC Report 43-05
ARMIS SERVICE QUALITY REPORT

Approved by OMB
3060-0395

COMPANY: BellSouth Telecommunications
STUDY AREA: Region
PERIOD: From Jan 1996 to Dec 1996
COSA: BSTR

Expires 02/28/00
UNRESTRICTED VERSION
SUBMISSION 1
TABLE III

TABLE III - COMMON TRUCK BLOCKAGE

<u>Row</u>	<u>Classification</u>	<u>Column</u>
		<u>Annual</u>
		<u>(ak)</u>
0180	Total Trunk Groups	3,706
0181	Groups Measured	3,694
0185	FGD Groups Exceeding Threshold 3 Mos.	2
0186	Other Groups Exceeding Threshold 3 Mos.	0
0187	FGD Groups Exceeding Threshold 1 Mo.	345
0188	Other Groups Exceeding Threshold 1 Mo.	0
0189	FGD Groups Exceeding DBO 3 Mos.	48
0190	Other Groups Exceeding DBO 3 Mos.	0

CLEC TRUNK GROUP SERVICE REPORT SUMMARY
 MONTH: 06/97

BST ORDERED

	AL	GA	KY	LA	MS	NC	NF	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	1	6	1	1	1	4	4	11	5	34
TRK GRPS MEAS/PROC:	0	3	1	0	1	3	3	11	4	26
TOT GRPS > 3% NC THIS REPORT:	0	1	0	0	0	0	0	1	0	2
PCT1	.0	33.3	.0	.0	.0	.0	.0	9.1	.0	7.7

CLEC ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	19	37	7	7	4	37	32	2	42	37	224
TRK GRPS MEAS/PROC:	0	29	7	0	4	33	15	0	34	29	151
TOT GRPS > 3% NC THIS REPORT:	0	0	0	0	0	1	0	0	0	0	1
PCT1	.0	.0	.0	.0	.0	3.0	.0	.0	.0	.0	.7

TOTAL

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	20	43	8	8	5	41	36	2	53	42	258
TRK GRPS MEAS/PROC:	0	32	8	0	5	36	18	0	45	33	177
TOT GRPS > 3% NC THIS REPORT:	0	1	0	0	0	1	0	0	1	0	3
PCT1	.0	3.1	.0	.0	.0	2.8	.0	.0	2.2	.0	1.7

CLEC TRUNK GROUP SERVICE REPORT SUMMARY
 MONTH: 07/97

BST ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	1	7	1	1	1	4	11	1	11	4	42
TRK GRPS NEAS/PROC:	0	4	1	1	1	4	10	0	11	4	36
TOT GRPS > 3% NC THIS REPORT:	0	1	0	0	0	1	1	0	1	2	6
PCT1	.0	25.0	.0	.0	.0	25.0	10.0	.0	9.1	50.0	16.7

CLEC ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	20	37	13	7	4	39	32	2	43	35	232
TRK GRPS NEAS/PROC:	0	29	9	0	4	38	15	0	34	35	164
TOT GRPS > 3% NC THIS REPORT:	0	0	0	0	0	0	0	0	0	1	1
PCT1	.0	.0	.0	.0	.0	.0	.0	.0	.0	2.9	.6

TOTAL

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	21	44	14	8	5	43	43	3	54	39	274
TRK GRPS NEAS/PROC:	0	33	10	1	5	42	25	0	45	39	200
TOT GRPS > 3% NC THIS REPORT:	0	1	0	0	0	1	1	0	1	3	7
PCT1	.0	3.0	.0	.0	.0	2.4	4.0	.0	2.2	7.7	3.5

CLEC TRUNK GROUP SERVICE REPORT SUMMARY
 MONTH: 08/97

BST ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	1	7	1	1	1	4	11	1	11	4	42
TRK GRPS MEAS/PROC:	1	4	1	1	1	4	10	1	11	4	38
TOT GRPS > 3% NC THIS REPORT:	0	1	0	0	0	1	0	0	2	0	4
PCT1	.0	25.0	.0	.0	.0	25.0	.0	.0	18.2	.0	10.5

CLEC ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	22	37	13	7	4	49	32	7	43	36	250
TRK GRPS MEAS/PROC:	19	30	13	6	4	39	15	7	38	35	206
TOT GRPS > 3% NC THIS REPORT:	0	0	0	0	0	0	0	0	0	2	2
PCT1	.0	.0	.0	.0	.0	.0	.0	.0	.0	5.7	1.0

TOTAL

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	23	44	14	8	5	53	43	8	54	40	292
TRK GRPS MEAS/PROC:	20	34	14	7	5	43	25	8	49	39	244
TOT GRPS > 3% NC THIS REPORT:	0	1	0	0	0	1	0	0	2	2	6
PCT1	.0	2.9	.0	.0	.0	2.3	.0	.0	4.1	5.1	2.5

01/26/98 15:11

CLEC TRUNK GROUP SERVICE REPORT SUMMARY
 MONTH: 09/97

BST ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	1	7	6	1	1	5	11	4	10	5	51
TRK GRPS NEAS/PROC:	1	7	3	1	1	4	11	4	10	5	47
TOT GRPS > 3% NC THIS REPORT:	0	1	0	0	0	0	0	0	3	1	5
PCT1	.0	14.3	.0	.0	.0	.0	.0	.0	30.0	20.0	10.6

CLEC ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	51	37	13	7	4	47	32	9	44	39	283
TRK GRPS NEAS/PROC:	48	34	13	7	4	46	30	7	44	39	272
TOT GRPS > 3% NC THIS REPORT:	0	0	0	0	0	0	0	0	0	1	1
PCT1	.0	.0	.0	.0	.0	.0	.0	.0	.0	2.6	.4

TOTAL

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	52	44	19	8	5	52	43	13	54	44	334
TRK GRPS NEAS/PROC:	49	41	16	8	5	50	41	11	54	44	319
TOT GRPS > 3% NC THIS REPORT:	0	1	0	0	0	0	0	0	3	2	6
PCT1	.0	2.4	.0	.0	.0	0	.0	.0	5.6	4.5	1.9

CLEC TRUNK GROUP SERVICE REPORT SUMMARY
 MONTH: 10/97

BST ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	10	6	6	1	1	5	11	4	7	5	56
TRK GRPS NEAS/PROC:	10	6	5	1	1	5	11	4	7	5	55
TOT GRPS > 3% NC THIS REPORT:	0	1	0	0	0	0	0	0	0	0	1
PCT1	.0	16.7	.0	.0	.0	.0	.0	.0	.0	.0	1.8

CLEC ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	45	43	20	12	4	52	32	11	44	40	303
TRK GRPS NEAS/PROC:	40	34	13	7	4	50	31	11	44	40	274
TOT GRPS > 3% NC THIS REPORT:	1	0	1	0	0	0	0	0	1	2	5
PCT1	2.5	.0	7.7	.0	.0	.0	.0	.0	2.3	5.0	1.8

TOTAL

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	55	49	26	13	5	57	43	15	51	45	359
TRK GRPS NEAS/PROC:	50	40	18	8	5	55	42	15	51	45	329
TOT GRPS > 3% NC THIS REPORT:	1	1	1	0	0	0	0	0	1	2	6
PCT1	2.0	2.5	5.6	.0	.0	.0	.0	.0	2.0	4.4	1.8

CLEC TRUNK GROUP SERVICE REPORT SUMMARY
 MONTH: 11/97

BST ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	11	8	7	3	1	5	12	4	13	8	72
TRK GRPS MEAS/PROC:	11	8	7	3	1	5	12	4	13	8	72
TOT GRPS > 3% NC THIS REPORT:	0	1	0	0	0	1	1	0	1	0	4
PCT1	.0	12.5	.0	.0	.0	20.0	8.3	.0	7.7	.0	5.6

CLEC ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	45	44	21	21	4	52	34	11	43	52	327
TRK GRPS MEAS/PROC:	44	37	20	19	4	49	33	11	42	50	309
TOT GRPS > 3% NC THIS REPORT:	3	1	1	0	0	2	2	0	4	1	14
PCT1	6.8	2.7	5.0	.0	.0	4.1	6.1	.0	9.5	2.0	4.5

TOTAL

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	56	52	28	24	5	57	46	15	56	60	399
TRK GRPS MEAS/PROC:	55	45	27	22	5	54	45	15	55	58	381
TOT GRPS > 3% NC THIS REPORT:	3	2	1	0	0	3	3	0	5	1	18
PCT1	5.5	4.4	3.7	.0	.0	5.6	6.7	.0	9.1	1.7	4.7

CLEC TRUNK GROUP SERVICE REPORT SUMMARY
 MONTH: 12/97

BST ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	11	12	7	4	1	6	14	4	13	9	81
TRK GRPS MEAS/PROC:	11	10	7	4	1	6	14	4	13	9	79
TOT GRPS > 3% NC THIS REPORT:	0	0	0	0	0	0	0	0	0	0	0
PCT1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CLEC ORDERED

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	45	63	22	24	4	61	35	11	43	56	366
TRK GRPS MEAS/PROC:	45	55	21	22	4	53	34	11	43	56	344
TOT GRPS > 3% NC THIS REPORT:	0	3	0	0	0	0	0	0	1	0	4
PCT1	.0	5.5	.0	.0	.0	.0	.0	.0	2.3	.0	1.2

TOTAL

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL
TOTAL TRUNK GROUPS:	56	75	29	28	5	67	49	15	56	65	445
TRK GRPS MEAS/PROC:	56	65	28	26	5	59	48	15	56	65	423
TOT GRPS > 3% NC THIS REPORT:	0	3	0	0	0	0	0	0	1	0	4
PCT1	.0	4.6	.0	.0	.0	.0	.0	.0	1.8	.0	.9

Trunk Group #1:

8/18/97 Data

Trunks In-Service	432
Measured Blocking	14.6%
Busy Hour	10pm - 11pm

Additional Comments: The trunk group was increased from 312 trunks to 432 (+38%) on 8/8/97. An additional 240 (+56%) trunks was scheduled for completion on 8/28/97, but, was delayed due to CLEC problems.

Past Data:

<u>Date</u>	<u>Trks In-Svc</u>	<u>Trks Rqd</u>	<u>Blocking</u>	<u>Busy Hour</u>
06-09-97	312	396	6.6%	10-11pm
06-16-97	312	531	18.3%	10-11pm
06-23-97	312	601	26.3%	10-11pm
06-30-97	312	626	28.9%	10-11pm
07-07-97	312	646	30.7%	10-11pm
07-14-97	312	582	25.6%	10-11pm
07-21-97	312	649	27.9%	10-11pm
07-28-97	312	682	32.1%	10-11pm
08-04-97	312	751	36.9%	10-11pm
08-11-97	432	791	24.2%	10-11pm

Trunk Group #2:

8/18/97

Trunks In-Service 264
Measured Blocking 8.6%
Busy Hour 10pm - 11pm

Additional Comments: The trunk group was increased from 144 to 264 (+83%) trunks on 8/13/97. In addition, 240 (+167%) direct end office trunks were added to provide further relief for this trunk group.

Past Data:

<u>Date</u>	<u>Trks In-Svc</u>	<u>Trks Rqd</u>	<u>Blocking</u>	<u>Busy Hr</u>
06-09-97	72	13	0.0%	4-5pm
06-16-97	72	32	0.0%	3-4pm
06-23-97	72	39	0.0%	3-4pm
06-30-97	72	47	0.0%	3-4pm
07-07-97	72	53	0.0%	10-11pm
07-14-97	72	61	0.0%	10-11pm
07-21-97	72	71	1.0%	10-11am
07-28-97	144	90	0.0%	10-11pm
08-04-97	144	188	4.6%	10-11pm
08-11-97	144	249	9.0%	10-11pm

The above data shows traffic increasing by 20 folds in two months. The group had a utilization rate of approximately 20%, which is very low. Right before it went to 100% utilization, a 100% increase in the trunk group size was made. This was still not enough to handle the traffic increase in the last three weeks.

DETAILS ON TRUNKS ORDERED BY BST FROM CLECs

Trunk Group #3:

8/18/97

Trunks In-Service	288
Measured Blocking	9.5%
Busy Hour	9pm - 10pm

Additional Comments: The trunk group was increased from 288 to 528 (+83%) on 8/24/97.

Past Data:

<u>Date</u>	<u>Trks In-Svc</u>	<u>Trks Rqd</u>	<u>Blocking</u>	<u>Busy Hr</u>
05-05-97	288		0.7%	4-5pm
05-12-97	288		0.6%	4-5pm
05-19-97	288	228	0.0%	4-5pm
05-26-97	288	224	0.0%	4-5pm
06-02-97	288	225	0.0%	4-5pm
07-14-97	288		0.7%	9-10pm
07-21-97	288	335	2.1%	9-10pm
07-28-97	288	348	4.5%	9-10pm
08-04-97	288	364	6.0%	9-10pm
08-11-97	288	348	7.3%	9-10pm

This trunk group had an approximate utilization rate of 80%. Then, starting in 7/21/97, the traffic load increased by approximately 50% from the previous week.

Trunk Group #4:

8/18/97

Trunks In-Service 648
 Measured Blocking 7.2%
 Busy Hour 9pm - 10pm

Additional Comments: The trunk group was increased from 552 to 648 (+24%) on 8/18/97.

Past Data:

<u>Date</u>	<u>Trks In-Svc</u>	<u>Trks Rqd</u>	<u>Blocking</u>	<u>Busy Hr</u>
05-12-97	384	198	0.0%	9-10pm
05-19-97	384	211	0.0%	9-10pm
05-26-97	384	224	0.0%	9-10pm
06-02-97	384	242	0.0%	10-11pm
06-09-97	384	251	0.0%	10-11pm
07-14-97	384	537	15.6%	10-11pm
07-21-97	384	642	22.5%	10-11pm
07-28-97	480	983	33.7%	9-10pm
08-04-97	552	894	20.6%	9-10pm
08-11-97	552	888	20.1%	9-10pm

The above data shows traffic increasing by over 4 times in three months. In early May, the group had utilization rate of approximately 50%. A month later (6/9/97), the utilization rate was 65%. Then, one month later, the traffic load increased by approximately 100%, which sent the utilization rate went up to 140%. In the one week period from 7/21/97 to 7/28/97, the required trunks to handle the traffic went up 50%, from 642 to 983. Even with a 43% increase in the trunk group size, the trunk group is still experiencing blocking.

BELLSOUTH CTTG BLOCKING REPORT - DETAILS
 FOR 08/97
 GROUPS EXCEEDING MBT
 PROCESS DATE: 09/11/97

YGSN	TANDEN	END OFFICE	DESCRPT	STUDY PERIOD	OBSVD BLKG	HR	TKS	VAL DAYS	NBR RPTS	REMARKS
AF078038	HNVIALNNGT	CLMNALMADSO	77 AF DT	081897	.0383*	20	624	20	1	D111 33 TKS MTU 072297.
AC164133	NDADFLGG04T	PMBHFLFECGO	MM AF DT	081897	.0304*	17	48	19	1	D111 TRUNKS MADE BUSY
AC163994	WPBHFLGR02T	WPBHFLLE58E	MM AF DT	081897	.0346*	16	24	19	1	D111 TRUNKS MADE BUSY
AC174786	ATLNGABU01T	ATLNGAC865C	77 AF DT	081897	.0788*	15	480	18	1	BOL1 TRKS PROV SUBTND GRPS
AC116862	ATLNGABU02T	ALPRGAMA47C	M- AF ET	081897	.0279*	11	39	20	1	D1C1 CABLE FAILURE
AC175592	ATLNGABU01T	ATLNGA1C29A	7- AF DD	081897	.1111*	21	168	19	2	AOA1 48TRKS PEND ON 082097
AC110293	CLMNGAMT01T	CLMNGAMT32C	7- AF DD	081897	.0785*	16	312	20	2	AOA2 COMPLEX TRK ADD REQ
AF075715	BTRGLAGMOGT	BTRGLA1SCGO	7- AF TC	081897	.0232*	20	168	20	1	D1Z1 OTHER
AF074126	LFYTLAMA0GT	LFYTLAVMCGO	7- AF DD	081897	.0241*	20	504	20	1	BOA1 48 TRKS.COMP.ON 8/27/97
AF121038	JCSNMSCPO6T	JCSNMSBLDSO	77 AF DT	081897	.0299*	20	360	19	1	AOA1 48 TRUNKS PENDING ON 090897
AC134518	RLGHNCH001T	RLGHNCST84G	77 AF MD	081897	.1244*	21	537	18	1	D111 IC MAINTENANCE PROBLEM
AC174458	CHRLNCR005T	BOONNCK126F	77 AF MD	081897	.0331*	21	359	17	1	BOA1 24/72 TRK COMPLETED ON 082797/
AC115040	GNVLSCDT60T	SPBGSCW57E	M- DF ET	081897	.0426*	15	24	19	1	D1C2 CRX FAILURE
AC124703	GNVLSCDT60T	SPBGSCW57E	MM AF DT	081897	.0257*	15	24	19	1	D1C2 CRX FAILURE
AF071741	MMPHTNMAB4T	MMPHTNMACGO	7- AF DD	081897	.0683*	14	120	17	1	BOA1 +120 8/7/97
AF130619	MMPHTNMAB4T	MMPHTNBADSO	77 AF DT	081897	.0210*	21	936	19	1	BOA1 +48 8/22/97

* EXCEEDS THRESHOLD OF 2%

BELLSOUTH CTTG BLOCKING REPORT - DETAILS
FOR 09/97
GROUPS EXCEEDING MBT
PROCESS DATE: 10/13/97

TGSN	TANDEM	END OFFICE	DESCRPT	STUDY PERIOD	OBSVD BLKG	HR	TKS	VAL DAYS	NBR RPTS	REMARKS
AF131363	GDSDALMT01T	FTPYALMADS0	MM DF DT	091597	.1291*	09	24	19	1	D111 24 TKS MTU 082597
AF139430	BRHMALMVDGT	TSCALNDDSO	MM DF DT	091597	.0333*	15	48	20	1	D111 48 TKS MTU 090297
AF131705	BRHMALMT0GT	BRHMALCP85E	MM DF DT	091597	.0366*	02	24	16	1	D111 36 TKS MTU 082697
AF097031	BRHMALMT0GT	PRSHALNMDSO	M- DF ET	091597	.0533*	10	10	20	1	D111 12 TKS MTU 090897
AC134813	JCVLFLCLO5T	ORPKFLMA26E	77 AF DT	091597	.0746*	21	240	20	1	AOA1 72 TRUNK ADDITION ON 9-3-97.
AC146631	ORLDFLMA04T	ORLDFLSAD80	77 AF DT	091597	.0245*	16	696	19	1	AOA1 24 TK ADD 8-27/48 TK ADD 9-15-
AC170663	NDADFLGG04T	PMBNFLCSDSO	77 AF DT	091597	.0222*	21	216	19	1	D1K1 ABNORMAL LOAD
AC163994	WPHHFLGR02T	WPHHFLLE58E	MM AF DT	091597	.0204*	07	24	19	2	D111 TRUNKS MADE BUSY
AC164019	NDADFLGG01T	MIAMFLIC86E	MM AF DT	091597	.0223*	04	24	17	1	D1C2 CARRIER FAILURE
AC127621	NDADFLGG01T	MIAMFLFLD80	77 AF DT	091597	.0235*	10	192	19	1	D1Z1 OTHER UNRELIABLE DATA
AC166103	NDADFLGG01T	MIAMFLCADSO	77 AF DT	091597	.0287*	21	240	19	1	BOA1 96 TRUNKS COMPLETED 9/16/97
AC116980	ATLNGABU02T	MRTTGAE97F	M- AF ET	091597	.0203*	10	43	20	1	D111 MAINTENANCE PROBLEM
AC116914	ATLNGABU02T	ATLNGAGR24F	M- AF ET	091597	.0329*	10	22	20	1	D1C4 EQUIPMENT PROBLEM
AC176786	ATLNGABU01T	ATLNGAPPD82	77 AF DT	091597	.0210*	13	96	19	1	AOA1 24 TRKS PEND 10/7/97
AC110293	CLMBCANT01T	CLMBCANT32C	7- AF DD	091597	.0790*	16	312	20	3	AOA2 COMPL TRK ADD REQD
AC117473	ALBYGAMA03T	SYLVGAES77A	M- DF ET	091597	.0277*	14	34	18	1	COA1 UNDER INVESTIGATION
AF107760	WCHCKYMA02T	RCMDKYMADS0	77 AF DT	090897	.1521*	21	353	13	1	AOJ1 IC SUBSTENDING TRK GRP NEEDS AU
AF099379	LFYTLAMADGT	LFYTLAMACG1	77 AF DT	091597	.0226*	15	1176	18	1	AOA1 +96 TRUNKS PENDING 9/25/97
AF123424	MONRLAMA06T	RSTNLAMADS0	77 AF DT	091597	.0519*	21	720	20	1	BOA1 +96 TRUNKS COMPLETED 9/29/97
AF123425	MONRLAMA06T	MONRLAOSDS0	77 AF DT	091597	.0293*	20	816	20	1	AOA1 +48 TRUNKS PENDING 10/7/97
AF123716	MONRLAMA06T	BSTRLAMADS0	M- DF DD	091597	.0285*	07	24	20	1	D111 MAINTENANCE- CLEARED
AF121038	JCSNMSCP06T	JCSNMSBLOSO	77 AF DT	091597	.0826*	20	360	20	2	BOA1 48 TRUNKS COMPLETED ON 091897
AC174457	CHRLNCB005T	B00NCK126F	MM AF MD	091597	.0739*	21	24	20	1	D111 MAINTENANCE PROBLEM
AC167980	CHTNSCDT60T	MNPLSCSES8F	77 AF DT	091597	.0487*	21	360	20	1	BOA1 24 TRKS COMP. 9/3/97.
AC169237	GNVLSCDT60T	GRERSCHAB7F	77 AF MD	091597	.0208*	21	528	20	1	BOA1 24 TRKS COMP. 9/8/97
AF166438	KNVLTNWH93T	MOVITNMTD80	77 AF DT	090897	.0243*	20	288	15	1	D111 24/288 BOT 9/11/97
AF124140	KNVLTNMA84T	MOVITNMTD80	M- DF ET	091597	.0293*	21	24	20	1	D111 8/24 BOT 9/11/97

* EXCEEDS THRESHOLD OF 2%

BELLSOUTH CTTG BLOCKING REPORT - DETAILS
 FOR 10/97
 GROUPS EXCEEDING MBT
 PROCESS DATE: 11/13/97

TGSN	TANDEM	END OFFICE	DESCRPT	STUDY PERIOD	OBSVD BLKG	HR	TKS	VAL DAYS	NR RPTS	REMARKS
AC164019	NOADFLGG01T	MIAMFLIC86E	MM AF DT	102097	.0229*	10	24	19	2	D1C2 CARRIER FAILURE
AC164679	NOADFLGG01T	MIAMFLAP080	MM AF DT	102097	.0251*	21	24	19	1	D1C2 CARRIER FAILURE
AC174786	ATLNGABU01T	ATLNGACS65C	77 AF DT	102097	.1356*	21	768	19	1	80A1 72 TRKS COMPD 110697
AC185478	ATLNGABU01T	ATLNGACSDS3	77 AF DT	102097	.0386*	11	84	20	1	AOA1 48 TRKS PEND 111797
AC110293	CLMBGAMT01T	CLMBGAMT32C	7- AF DD	102097	.0380*	16	432	17	4	80A1 TRKS COMPD 101697
AC148066	ALBYGAMA03T	CALLGAMA33E	77 DF DT	102097	.0328*	20	239	17	1	AOA1 TRKS PEND 111497
AF129254	BTRGLAGWGT	BTRGLAGWDS0	77 DF DT	102097	.1335*	15	104	20	1	AOA1 +24 TKS.PENDING 10/17
AF123724	MONRLAMA06T	WNBOLAMA050	M- DF DD	102097	.0203*	11	24	20	1	D111 MAINTENANCE - CLEARED
AF121038	JCSNMSCP06T	JCSNMSBLD80	77 AF DT	102097	.0517*	20	408	20	3	80A1 192 TRUNKS COMPLETED ON 110597
AC157164	GNVLSCDT60T	SPBGSCHAS7E	MM AF DT	102097	.0219*	10	24	19	1	D111 NTCE PBLM
AC169267	GNVLSCDT60T	GRERSCHAS7F	MM AF DT	102097	.0299*	21	24	18	1	D111 NTCE PBLM.
AF142326	NSVLTNM92T	LWBGTNMADSO	77 AF DT	102097	.0275*	19	192	19	1	D1C4 EQPT PROBLEM 10/17-ISOL FROM C
AF123099	MMPHTNMB4T	JCSNNTNNSDS0	M- DF ET	102097	.0403*	11	48	20	1	D111 21/48 BOT 10/2/97
AF124575	MMPHTNMB4T	CMONTNMDSO	M- DF ET	102097	.0219*	11	4	20	1	D1C1 10/16 CUT CABLE
AF109490	KNVLTNMB4T	ATHNTNMD80	M- DF ET	102097	.0338*	10	24	20	1	D121 10/21-CONTRACTOR ERROR
AF115663	KNVLTNMB4T	BRVLTNMDSO	77 AF DT	102097	.0270*	19	72	20	1	D111 40/72 BOT 9/31/97
AF117320	CHTGTNNSB4T	ATHNTNMDSO	M- DF ET	102097	.0352*	09	17	20	1	D121 10/21-CONTRACTOR ERROR

* EXCEEDS THRESHOLD OF 2X

BELLSOUTH CTTG BLOCKING REPORT - DETAILS
 FOR 11/97
 GROUPS EXCEEDING MBT
 PROCESS DATE: 12/11/97

TGSN	TANDEM	END OFFICE	DESCRPT	STUDY PERIOD	OBSVD BLKG	HR	TKS	VAL	NBR DAYS RPTS	REMARKS
AF114020	MTGMALMTOGT	MTGMALDADSO	M- DF ET	111797	.0221*	18	24	19	1	D111 MTU 8 TKS 110597
AC119234	PNSCFLMA01T	GLBRFLMCDSD	M- DF ET	111797	.0433*	14	17	19	1	D111 MNTC. USAGE 11/12/97.
AC172580	ORLOFLMA04T	ORLOFLMADS1	77 AF DT	111797	.0381*	12	192	19	1	COA1 DATA UNDER INVESTIGATION.
AC164995	DYBHFLPO01T	DYBHFLQ00SD	MM AF DT	111797	.0238*	06	24	19	1	D111 MNTC. USAGE 10/29/97.
AC165012	JCVLFLSH01T	PNVDFLMA0SD	77 AF DT	111797	.0273*	20	312	19	1	D1K1 ABNORMAL LOAD 11/10/97.
AC145789	NDADFLGG04T	FTLDFLPLCGD	77 AF DT	111097	.0142*	11	504	14	1	COE1 CONVERSION ACTIVITY
AC173750	WPBHFLGR02T	BCRTFLMADS1	77 AF DT	111797	.0447*	10	120	19	1	AOA1 96 TKS PEND 120997
AC173089	WPBHFLGR02T	BYBHFLMADS0	M- DF ET	111797	.0862*	11	2	5	1	AOA1 6 TRKS PEND 121597
AC127457	AGSTGANT03T	NAGSSCHA27E	M- AF ET	111797	.0356*	20	22	19	1	D1K1 ABNORMAL LOAD
AC173880	ALBYGAMA03T	ALBYGAMABBC	MM AF DT	111797	.0319*	16	24	19	1	D1C5 SOFTWARE PROBLEM
AC173588	ATLNGABU01T	HRYTGAE97F	77 AF DT	111797	.0339*	21	430	20	1	COA1 UNDER INVESTIGATION
AC173595	ATLNGABU01T	LLBNGAMA92F	77 AF DT	111797	.0385*	10	576	19	1	COE1 CONVERSION ACTIVITY
AC176081	ATLNGABU01T	VLRGGA945A	77 AF DT	111797	.0230*	11	134	20	1	COA1 UNDER INVESTIGATION
AC184470	ATLNGABU01T	SHYRGAMADS1	77 AF DT	111797	.0331*	13	60	20	1	COA1 UNDER INVESTIGATION
AC185758	ATLNGABU01T	ATLNGALADS1	77 AF DT	111797	.0563*	10	186	20	1	COA1 UNDER INVESTIGATION
AF136984	MUORLAMA0GT	CVTNLAMADS0	77 DF DT	111797	.0228*	11	48	19	1	D111 MAINTENANCE - CLEARED
AF129254	STRGLAGM0GT	STRGLAGWDS0	77 DF DT	111797	.2225*	12	104	12	2	D111 MAINTENANCE
AF074126	LFYTLAMA0GT	LFYTLAVMCGD	7- AF DD	111797	.0788*	19	552	20	1	D111 MAINTENANCE
AF149163	LFYTLAMA0GT	LEVLLAMADS0	77 DF DT	111797	.0299*	08	24	16	1	D111 MAINTENANCE - CLEARED 11/17
AF102203	SHPYLAMA0GT	MANYLAMADS0	M- DF ET	111797	.0404*	11	27	19	1	D111 MAINTENANCE - CLEARED 11/20
AF122616	SHPTLAMA0GT	MANYLAMADS0	M- DF DD	111797	.0318*	11	20	19	1	D111 MAINTENANCE - CLEARED 11/20
AF121107	YUPLNSMAD7T	HSTWNSMADS0	77 AF DT	111797	.0339*	20	168	19	1	AOA1 24 TRUNKS PENDING 013098
AF125441	GNUMNSMA26T	PTCMNSUDSD	M- DF ET	111797	.0256*	11	4	19	1	D111 MAINTENANCE PROBLEM
AF125383	JCSWNSCP36T	SHBTNSMADS0	M- DF ET	111797	.0270*	14	4	20	1	D1C2 CARRIER FAILURE
AF131642	MWDWNSL07T	SHBTNSMADS0	MM AF DT	111797	.0244*	14	6	20	1	D1C2 CARRIER FAILURE
AF139197	MHPHTNMA84T	MHPHTNCTDSD	77 AF DT	111797	.0532*	15	576	20	1	AOA1 +120 TRUNKS PENDING 12/12/97
AF105249	MHPHTNMA84T	DYBGTNMADS0	M- DF ET	111797	.0416*	10	48	20	1	D111 43/48 BOT 11/13/97
AF138684	MHPHTNMA84T	HMBLTNMADS1	M- DF ET	111797	.0426*	10	48	20	1	D111 38/48 BOT 11/13/97

* EXCEEDS THRESHOLD OF 2%

BELLSOUTH CTTG BLOCKING REPORT - DETAILS
 INCLUDES BELL AND NONBELL GROUPS FOR 12/97
 GROUPS EXCEEDING MGT
 PROCESS DATE: 01/09/98

TGSN	TANOEN	END OFFICE	DESCRPT	STUDY PERIOD	OBSVD BLKG	HR	TKS	VAL DAYS	NBR RPTS	REMARKS
AC179270	NRCRGAMA01T	ATLNGATH7BA	77 AF DT	121597	.0267*	11	408	19	1	AOA1 72 TRKS PEND 011398
AC184470	ATLNGABU01T	SMYRGAMA0S1	77 AF DT	121597	.1733*	09	60	17	2	AOA1 48 TRKS PEND 011398
AC173588	ATLNGABU01T	MRTTGAEA97F	77 AF DT	121597	.0609*	21	430	18	2	AOA1 48 TRKS PEND 011398
AF122595	NWORLDAMA0GT	JSENLAMAD80	M- DF DD	121597	.0221*	06	12	20	1	D111 MAINTENANCE-12/15-CLEARED
AF122557	NWORLDAMA0GT	LCMBLAMAD80	M- DF DD	121597	.0252*	09	12	20	1	D111 MAINTENANCE-12/17-CLEARED
AF074126	LFYTLAMA0GT	LFYTLAVMCG0	7- AF DD	121597	.0751*	20	552	20	2	D111 MAINTENANCE
AF125001	SHPTLAMA0GT	HVYLLAMADSO	M- DF ET	121597	.0298*	08	3	19	1	D111 MAINTENANCE-12/12-CLEARED
AF125441	GNWDMMA26T	PTCHMSLUDSO	M- DF ET	121597	.0394*	16	4	19	2	D111 MAINTENANCE PROBLEM
AF125375	JCSNMSCP36T	ENTRMSMADSO	M- DF ET	121597	.0288*	10	6	19	1	D1C1 CABLE FAILURE
AF125383	JCSNMSCP36T	SHBTMSMAD80	M- DF ET	121597	.0425*	20	4	19	2	D1C1 CABLE FAILURE
AF125761	MROHMSTL07T	ENTRMSMADSO	77 AF DT	121597	.0300*	10	144	19	1	D1C1 CABLE FAILURE
AF131644	MROHMSTL07T	ENTRMSMADSO	MM AF DT	121597	.0449*	10	6	19	1	D1C1 CABLE FAILURE
AC155877	RLGHNCMO01T	RLGHNC825F	M- DF ET	121597	.0452*	12	13	18	1	D1K1 ABNORMAL LOAD ON 121197
AC115224	CHRLNCCA05T	LNTNMCMA73F	M- AF ET	121597	.0431*	14	23	18	1	D111 MAINTENANCE PROBLEM
AC144303	CHTNSCDY60T	MMPLSCES88F	MM AF DT	121597	.0236*	15	24	18	1	D111 MAINT. PROB
AF130622	MMPHTNMA84T	MMPHTNELD80	77 AF DT	121597	.0243*	15	480	18	1	BOA1 +96 12/18/97
AF139197	MMPHTNMA84T	MMPHTNCYD80	77 AF DT	121597	.0634*	15	576	17	2	BOA1 +120 12/19/97
AF124545	NSVLTNMA92T	NSVLTNSTO80	77 AF DT	121597	.0436*	10	576	19	1	BOA1 +96 12/17/97 & +120 12/24/97
AF124583	MMPHTNMA84T	NEONTNMA80	M- DF ET	121597	.0322*	16	4	19	1	D111 3/4 BOT 12/2/97

* EXCEEDS THRESHOLD OF 2%

LOCAL NETWORK TRUNK GROUP SERVICE REPORT SUMMARY
MONTH: 06/97

TOTAL

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL	TOTAL w/o GA
TOTAL TRUNK GROUPS:	394	1001	201	427	319	680	483	325	350	579	4679	3678
TRK GRPS NEAS/PROC:	354	961	191	419	319	634	390	297	346	439	4330	3389
TOT GRPS > 3% NC THIS REPORT:	8	18	5	12	4	8	5	26	26	6	118	100
PCT1	2.3	1.9	2.6	2.9	1.3	1.3	1.3	8.8	7.5	1.4	2.7	3.0

LOCAL NETWORK TRUNK GROUP SERVICE REPORT SUMMARY
MONTH: 07/97

TOTAL

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL	TOTAL w/o GA
TOTAL TRUNK GROUPS:	394	1001	204	433	319	681	483	328	363	581	4707	3706
TRK GRPS NEAS/PROC:	352	940	197	426	319	639	391	300	353	442	4359	3419
TOT GRPS > 3% NC THIS REPORT:	6	25	0	11	3	5	7	4	5	6	72	47
PCT1	1.7	2.7	.0	2.6	.9	.8	1.8	1.3	1.4	1.4	1.7	1.1

LOCAL NETWORK TRUNK GROUP SERVICE REPORT SUMMARY
MONTH: 08/97

TOTAL

	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL	TOTAL w/o GA
TOTAL TRUNK GROUPS:	394	990	204	433	319	685	403	328	363	582	4701	3711
TRK GRPS NEAS/PROC:	367	942	199	427	319	642	394	380	356	443	4389	3447
TOT GRPS > 3% NC THIS REPORT:	10	31	2	8	4	6	7	9	13	6	96	65
PCT1	2.7	3.3	1.0	1.9	1.3	.9	1.8	3.0	3.7	1.4	2.2	1.9

LOCAL NETWORK TRUNK GROUP SERVICE REPORT SUMMARY
 MONTH: 09/97

TOTAL												
	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL	TOTAL w/o GA
TOTAL TRUNK GROUPS:	395	988	207	432	319	679	402	331	363	589	4705	3717
TRK GRPS MEAS/PROC:	370	945	201	427	319	639	397	303	358	451	4410	3465
TOT GRPS > 3% NC THIS REPORT:	8	39	4	9	1	13	17	9	18	13	131	92
PCT1	2.2	4.1	2.0	2.1	.3	2.0	4.3	3.0	5.0	2.9	3.0	2.7

LOCAL NETWORK TRUNK GROUP SERVICE REPORT SUMMARY
 MONTH: 10/97

TOTAL												
	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL	TOTAL w/o GA
TOTAL TRUNK GROUPS:	388	1002	200	432	320	687	392	329	370	444	4564	3562
TRK GRPS MEAS/PROC:	364	944	198	429	320	647	389	326	364	443	4424	3480
TOT GRPS > 3% NC THIS REPORT:	15	70	1	12	4	8	11	8	18	14	161	91
PCT1	4.1	7.4	.5	2.8	1.2	1.2	2.8	2.5	4.9	3.2	3.6	2.6

LOCAL NETWORK TRUNK GROUP SERVICE REPORT SUMMARY
 MONTH: 11/97

TOTAL												
	AL	GA	KY	LA	MS	NC	NF	SC	SF	TN	TOTAL	TOTAL w/o GA
TOTAL TRUNK GROUPS:	388	1004	199	432	318	691	401	330	324	445	4532	3528
TRK GRPS MEAS/PROC:	378	946	198	429	317	652	393	327	323	445	4408	3462
TOT GRPS > 3% NC THIS REPORT:	10	55	0	10	2	13	5	5	23	10	133	78
PCT1	2.6	5.8	.0	2.3	.6	2.0	1.3	1.5	7.1	2.2	3.0	2.3